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Copy 2 of 3

15 March 1963

MEMORANDUM FOR : The Record

SUBJECT : Visit of Firewal Company Engineers

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1. [REDACTED] Chief, Engineer, [REDACTED] Program Manager of OXCART at Firewal [REDACTED] Project Engineer, visited this Headquarters on 15 March to discuss the following:

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a. Technical evaluation of the additional proposed Full Pressure Suit Maintenance Van and Oxygen Component Maintenance Van as well as the Pilot Transport Van.

b. Projected personnel equipment requirements.

c. Contractual discussions with [REDACTED]

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d. Installation of a TIK facility at Firewal.

2. Significant features of the proposed vans follow:

a. The vans may be connected together with a walk through corridor or used independently in environments from -65°F to 125°F.

b. Both vans will be 10 feet high and 8 feet wide with an interior height of approximately 6 feet 4 1/4 inches. The contractor has been instructed to increase the interior height if at all possible. Both vans can be transported by C-124 or C-130 aircraft. They can be towed by a commercial vehicle with a fifth wheel assembly.

c. The power input box will receive female plugs connected to 220 single phase and 208 three phase power.

d. The Full Pressure Suit Maintenance Van will be 22 feet in length and will include two work benches, storage lockers, drying lockers, parts cabinets, sewing machine, oxygen connections and suit vent air supply. Three pressure suits and two pressure suit helmets can be dried simultaneously. Four pressure suits and helmets can be stored at the same time.

DOCUMENT NO. 20
AS CHECKED IN BY [REDACTED]

IN USE

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Page 2

4. The Oxygen Component Maintenance Van will be 30 feet long and will contain all test equipment, cabinets, lockers, work tables, instruments, power distribution, air conditioning and communications necessary to the service and maintenance of aviators oxygen hardware. This van will have an altitude chamber with complete instrumentation to provide a self contained operation. The chamber will be sized for use by two men with full equipment and includes an air lock for use by a safety observer. The chamber will be capable of any pressure altitude up to and including 150,000 feet. Bio-medical instrumentation is provided.

3. Six months lead time is predicted for delivery of the van.
Estimated cost

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4. The new Pilot Transport Van will be of the same configuration as the one presently in use. Improvements to be made include a 1 1/2 ton air conditioner vs. the present 3/4 ton, isolation of power supply to keep interior noise to a minimum and improved Linoleum floor. Estimated cost

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5. Increased business between the Firewal Company and this Headquarters, and Lockheed indicate the need for a TAK facility at [REDACTED]

6. Equipment requirements for the remainder of the test program were reviewed. These tests include four dummy drops from the B-66 aircraft at 20,000 feet at 300 KIAS. Two in the deck tests at speeds of 65 knots or lower will follow the B-66 drops. Six in flight ejection tests from a modified F-106 aircraft will be done as soon as the aircraft is released from SAMHA and post flights performed at El Centro, California.

7. Firewall was instructed to remove all identification from personal equipment items where possible.

8. Olive drab underwear will be procured for use with the Full Pressure Suit.

signed

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DD/CMA

Digitized by srujanika@gmail.com

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